

Appl. No. 10/715,301
Amdt. dated October 27, 2006
Reply to Office Action of July 27, 2006
Attorney Docket 17430

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended) An agricultural vehicle having a chassis and a cab connected to the chassis by means of a support system which comprises two pairs of hydraulic actuators, each pair of actuators being operative to tilt the cab relative to the chassis about a respective one of a first and second axes, wherein each pair of hydraulic actuators is connected in closed circuit to a respective common pumping element in such a manner that whenever the volume of hydraulic fluid in one of the actuators in a pair is reduced, the volume of hydraulic fluid in the other actuator of the same pair is correspondingly increased.
2. (original) An agricultural vehicle as claimed in Claim 1, wherein the two pairs of actuators are arranged in a square formation, the actuators of each pair being diagonally, hydraulically coupled.
3. (previously presented) An agricultural vehicle as claimed in Claim 1, wherein each respective pumping element is a pump connected to the respective pair of actuators, each pair of actuators being connected in a common, closed, hydraulic circuit such that hydraulic fluid is moved by the pump within the closed circuit from one actuator to the other.
4. (previously presented) An agricultural vehicle as claimed in Claim 1, wherein each respective pumping element comprises a cylinder having two working chambers separated from one another by a movable piston or diaphragm, each of the working chambers being connected in a closed circuit with a respective one of the two actuators of the pair.
5. (original) An agricultural vehicle as claimed in Claim 1, wherein each actuator comprises a hydro-pneumatic unit that additionally acts as a spring and damper.
6. (original) An agricultural vehicle as claimed in Claim 1, further comprising an alarm for generating an alarm signal when the support system approaches a limit of its adjustment range.

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7. (original) An agricultural vehicle as claimed in Claim 1, wherein the pumping elements are controlled by an electronic control circuit that receives a signal from a sensor mounted for movement with the cab.

8. (previously presented) An agricultural vehicle as claimed in Claim 7, wherein the sensor is constituted by an inclination sensor.

9. (original) An agricultural vehicle as claimed in Claim 7, wherein a low pass filter is provided for filtering the output signal of the sensor such that the support system will not respond to high frequency roll and pitch movements of the cab resulting from the vehicle travelling over uneven ground.

10. (currently amended) An agricultural vehicle having a chassis and a cab connected to the chassis by means of a support system comprising:

- a first pair of hydraulic actuators fluidly coupled in closed circuit;
- a second pair of hydraulic actuators fluidly coupled in closed circuit;
- a first pumping element fluidly coupled to the first pair of hydraulic actuators; and
- a second pumping element fluidly coupled to the second pair of hydraulic actuators;

wherein each pair of actuators is operative to tilt the cab relative to the chassis about a respective one of a first and second axes, further wherein the fluid coupling between the first and second pairs and the first and second pumps is such that when the volume of hydraulic fluid in one of the actuators in a pair is reduced, the volume of hydraulic fluid in the other actuator of the same pair is correspondingly increased.

11. (new) An agricultural vehicle having a chassis and a cab connected to the chassis by means of a support system which comprises two pairs of hydraulic actuators, each pair of actuators being operative to tilt the cab relative to the chassis about a respective one of a first and second axes, wherein each pair of hydraulic actuators is connected in closed circuit to one of a first and second respective common pumping elements in such a manner that

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whenever the volume of hydraulic fluid in one of the actuators in a pair is reduced, the volume of hydraulic fluid in the other actuator of the same pair is correspondingly increased.